

FINANCIERS ARE ULTIMATE AUTHORITY AND MAY BE CALLED ON BY WILSON AS LAST RESORT TO SETTLE WAGE DISPUTE



Top, left to right: Frank A. Vanderlip, J. P. Morgan, Jacob Schiff. Center, Wm. Rockefeller. Below, Louis W. Hill. The president may be forced to act on his suggestion that he would probably appeal to the ultimate authority if the dispute between the railroad brotherhoods and the presidents was not settled. It would seem that the ultimate authority is a group composed of such men as Morgan, Vanderlip, Schiff, Rockefeller and Hill, whose interests would greatly suffer if a strike is called.

HOLLAND HAS BOBBED MUCH IN THE PAST TWO YEARS

(Republican A. P. Leased Wire)

THE HAGUE, Netherlands, August 26.—The second anniversary of the mobilization of the Dutch army suggests a glance at the present position of Holland and the multifarious changes wrought by the great struggle still raging around her.

The country has borne much in the past two years which a stronger power would not have suffered, but it has been preserved from the miseries of war, and although vigilance is still the order of the day the Dutch nation now entertains a good hope of preserving peace to the end. The position is still perilous, however, the latest Orange Book testifies, and it is recognized that the ultimate peace congress may itself bring dangers in its train. It is clear that nothing but a direct act of war, or action tending to force the nation from its strict path of neutrality, will bring the queen or her ministers to enter the struggle; in all other cases of restriction of Holland's rights and damage to her interests they are evidently prepared to content themselves with protests.

For Queen Wilhelmina and the royal house the whole period has been an exceedingly trying one. Her Majesty's mother, the popular Queen Emma, and her consort, Prince Henry of the Netherlands, are of German birth, and in other ways (not overlooking the close ties with Belgium) the personal feelings of the House of Orange have been painfully affected by the events of the past two years. Nevertheless, an attitude of the strictest correctness has been adhered to throughout. Her Majesty has closely devoted herself to the responsible work of state. She has frequently toured the country on military inspections, at which ceremonies she is often mounted on horseback. She has, moreover, taken the initiative in relief work, has paid many visits to various institutions engaged in work in the interests of soldiers or people, has headed war loans and relief funds, has visited and consoled the victims of the floods, and has daily gone in and out quietly and unostentatiously among her people.

The queen is frequently to be seen as early as 8:45 in the morning, walking down through the streets of The Hague from the House in the Wood to the Palace, returning the respectful salutations of her subjects and occasionally responding to the stiff military salutes of passing officers. A lady of her suits is usually with her on such occasions, while one giant attendant walks some distance behind. The queen's mother has lived in greater retirement, and the prince has devoted much of his attention to the Red Cross organization.

Premier Cok can der Linden's extra-parliamentary but liberal cabinet still holds the reins of government, although it has undergone one or two changes. Minister A. E. J. Beelting and M. W. P. Treub having resigned, and succeeded by F. E. Postuma, a minister of agriculture, commerce and industry and Dr. Anton van Gyn as minister of finance. In its foreign policy it certainly still retains the support of the whole country, and this is likely to keep it in power despite the strong criticism its economic policy has been subjected to and the political struggle which its legislative program has evoked. Mr. van der Linden is not a party man, and enjoys to a remarkable degree the confidence and respect of men of all parties; no doubt he has much influence in and outside parliament at the present time.

So far Holland has borne the heavy burden laid upon her by the war remarkably well. The maintenance of her army of a quarter of a million men on a war footing and other extraordinary expenditure has so far cost a round sum of \$180,000,000 which money has been temporarily found by two big loans and is soon to be tackled in earnest by the raising of special war levies and a tax on war profits, which is expected to yield a minimum of \$60,000,000.

The economic tussle between the allies and the central powers is still considerably embarrassing the country, with the food problem, partly growing out of big exports to Germany, has brought ministers no end of trouble and may land them in serious difficulties, for once started on the road of rationing, regulation, maximum prices, cheap government foodstuffs, export controls and the like, fresh and more complicated adaptations are constantly called for.

The two years' mobilization has given Holland by far the largest and best-equipped army she has ever possessed. For limited conscription has been extended into what is in effect universal compulsory service up to 26 years of age, and training of fresh troops has been going on continuously ever since August, 1914, bringing the number of trained men in the country (though only partly under arms) up to between 400,000 and 500,000. While a large proportion of the younger men have been with the colors for the entire two years, the relief of the older men has improved the spirit in the army, and nothing is heard now of the agitation and disorder, which the seething discontent at one time brought about. The socialist in parliament are professedly in favor of partition, and the German leader may be doubted whether they would have moved their motion in the chamber to this effect a few days ago if they had not known it would be defeated for the continued extreme danger of the country's position is as well to them as to the responsible ministers.

The relations between officers and men is not so good as could be desired in Holland, such as it is, as that of sport has hitherto largely been lacking. Fortunately, sport in the army has received encouragement from the highest quarters during these long months of mobilization. The queen and the commander-in-chief were present in person at the army and navy sports at Amsterdam a few days ago, while a special bureau for the encouragement of sports has been set up under the direction of General Kleynhans and many "sport leaders" are being appointed. Seventy eleven took part in the football competitions in the fortress at Amsterdam alone last season, while competitive marches and the like are not infrequent. Furlough is granted on a generous scale to help men to keep their businesses going.

Coming to the Dutch press, one or two of the leading journals do not hide their pro-ally or pro-German sympathies. In their role of judge of all the belligerents, Dutch editors writers occasionally evoke an ironical smile. The nature of the comments on the position and prospects on the theaters of war has undoubtedly changed since earlier days, when the night of the German invasion dazzled the eyes of Dutch military correspondents and the idea of Bri-

tain ever forming new armies in time to constitute a serious factor was often counted as impracticable.

If pro-German sympathies are entertained among a section of the higher classes, the great mass of the people is still strong in its support of the allies. On the one hand there is a leading newspaper delighting on every possible occasion in denouncing the "unscrupulous scoundrels of central Europe," and on the other, it would be difficult to find more bitter anti-British and anti-ally sentiments than those breathed by the Dutch editors of the pro-German Toekomst ("The Future"). As a people the Dutch are certainly more popular than the British. The South African war still rankles in a good many minds. The most pro-German element in the political world is found among the church parties of the Right, the veteran ex-Premier Dr. Abraham Kuyper, a great Calvinist stalwart, leading the van.

Outwardly Holland has not changed much, save for the numerous military element everywhere in evidence. The principal seaside resort, Scheveningen, is daily crowded with pleasure-seekers, including many Germans and Belgians. Places of amusement are well attended, and the Dutch sports are proceeding as usual. The sprinkling of Belgians in centers like The Hague has somewhat smartened up the dress of the fairer sex. Beneath the surface, however, the war is putting a great strain on people generally. The monopoly of so much labor by the army means far more work for large sections of the nation, while the food eaten is not of such good quality and is dearer. With large masses of the people it is a bitter struggle to make both ends meet. Some of the smaller conveniences of life, that used to come from Germany, especially rubber articles, are unobtainable. Some articles previously imported are, however, being now supplied by native industry.

Practically everywhere is a shortage of housing accommodation, and particularly in those places where either Dutch women have returned from Germany or where they no longer cross her frontier to work. There is such a scarcity of houses in the northeastern province of Twente and in the regions that comparatively well-to-do families are often obliged to live in miserable hovels and often even in temporary huts. The rise in the prices of building materials, particularly timber, has practically stopped the private building of workmen's dwellings. In the large cities people are crying out against the raising of rents.

In the economic realm the ramifications of the Netherlands Overseas Trust have extended very far. Its headquarters at The Hague now comprise 30 different departments, housed in some 15 buildings in all parts of the city. It will be recalled that the Trust is allowed by the Allies to import goods from overseas under guarantees that these shall be for home use only. It seems impossible, however, to put down the smuggling traffic on the frontier, which has lately revived and is demoralizing big sections of the border population, despite the government's system of controlling goods in the frontier zone and the appointment of several thousand soldiers as customs officers. The fishing industry, which has been sending hundreds of thousands of tons of fish to Germany, and Austria, and making enormous profits has now had the aid of the Allies laid heavily upon it.

As regards shipping, the arrivals at Rotterdam, Holland's chief port, have so far this year totaled only some 1,700 vessels of a tonnage of nearly 1,800,000, compared with 6,000 vessels of 7,000,000 tons in the corresponding months of 1914. On the other hand, Holland's own fleet has been extremely active and prosperous in view of the shortage of cargo ships, earning big dividends. The shipbuilding yards, too, are overcrowded with orders, and he clank of hammers sounds for miles on mile along the Dutch waterways.

On the stock exchange there has been a remarkable revival of business since its reopening in February, 1915, and big rises in important classes of shares. Gold is still steadily streaming into the country, and the stocks of the Netherlands Bank now amount to \$22,900,000, which is two or three times their normal size. The farmers and market-gardeners of Holland have probably never experienced such prosperity as now, win to the heights to which prices have soared, particularly across the eastern frontier; but the bulb industry is suffering from the import prohibitions issued by certain belligerents. Save in such exceptional cases as stevedores, there is very little employment, and the mobilization has led to women replacing men to some extent, as for instance in offices, brickworks, textile and other factories. Over a thousand more women and girls are now employed in the ready-made clothes factories of Amsterdam as a result of the big army orders for uniforms.

ONE A. M. MATINEE DECIDED SUCCESS

An event, unique in the annals of theatricals in Phoenix, was the Matinee at the Lion theater, given by the Lion theater at 1 o'clock this morning. Primarily the giving of a complete showing of the special Lion program was for the benefit of newspapermen employed at night and unable to visit picture house or theaters in the evenings. But the word spread lights glared on Washington street movie house was to give a "matinee" in the wee sma' hours. And that was sufficient.

Promptly at 1 o'clock while bright lights glared on Washington street as they do at eight and nine o'clock, trains of music came from the Lion, manager Leececraft was there just as though it was a regular happening. And pretty soon patrons began straggling up to the box office. Automobiles with young men and young women, parked along the curb and air damsels and their escorts trooped in.

Then came the newspapermen and the police. The restaurants released crowds that ordinarily dined later and the chorus girls from the Coliseum trooped in without buying tickets using the mystic password, "professional." Summer widowers and summer widows came single and in pairs. And soon the spacious house was comfortably filled.

The show. Well it was unusually good, even for a Lion theater show. It presented Charlie Chaplin in "A. D." and extraordinarily funny comedy but defies description and must be seen to be appreciated.

The first after midnight matinee ever held in Phoenix was a decided success. Others may follow and if they do they will be popular. Anyhow Manager Leececraft believes so and that's going some for him. He enjoys the distinction of having for once put Phoenix decidedly on the "great White Way" map.

Hire a little salesman at The Republican office. A Want Ad will see more customers than you can.

Remarkable Road And Race Track Records

JUNE, July and August have recorded a series of remarkable racing records achieved with the aid of Goodyear Cord Tires.

These victories are valuable because they offer corroborative evidence of the very qualities for which Goodyear Cord Tires are famous.

The terrific speed of the shorter contests, and the sustained speed of the longer ones, are added proof of that stoutness, liveliness and speediness which every Goodyear owner experiences in every-day use, and which led to the adoption of Goodyear Cord Tires as standard equipment on the Franklin, the Packard Twin-Six, the Locomobile, the Peerless, the White, the Haynes Twelve, and the Stutz.

Goodyear Cord Tire achievements to date have been as follows:

World's record for one mile on one-mile track, Des Moines, Ia., June 25, 1916, De Palma driving Mercedes car. Speed at the rate of 103 miles per hour.

World's record for 5 miles on one-mile track, Des Moines, Ia., June 25, 1916, Lewis driving Crawford car. 3 minutes, 2 seconds, 98 miles per hour.

Fourth place, 150-mile race on one-mile track, Des Moines, Ia., June 26, 1916, Lewis driving Crawford car.

First place, 50-mile race, on one-mile track, Des Moines, Ia., June 26, 1916, Lewis driving Crawford car. 89 miles per hour.

Second place, 20-mile race, Des Moines, Ia., June 26, 1916, Lewis driving Crawford car. 92 miles per hour.

Second place, 10-mile race, Des Moines, Ia., June 26, 1916, Lewis driving Crawford car. 90 miles per hour.

First place, 5-mile race, one-mile track, Des Moines, Ia., June 26, 1916, Lewis driving Crawford car. 90 miles per hour.

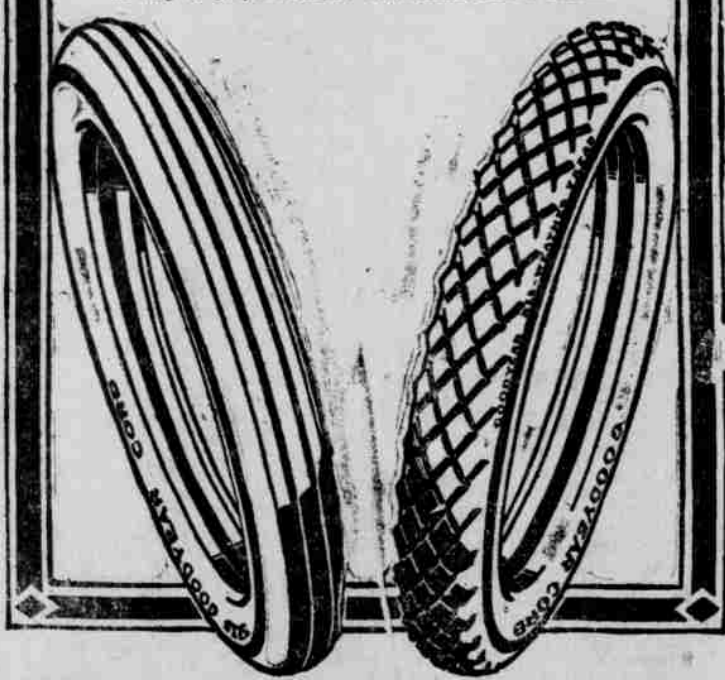
First place, 100-mile race, 1 1/2 mile dirt track (poor condition), Kansas City, Mo., De Palma driving Mercedes car. 63 miles per hour.

First place, Eddie Rickenbacker driving Maxwell car. Third place, Lewis driving Crawford car. Fourth place, De Palma driving Mercedes car. Fifth place, Henderson driving Maxwell car. 350-mile race on 2-mile track, at Tacoma, Wash., Aug. 5, 1916. Speed of winner 89 miles per hour.

In this race, the biggest event of the season on the Pacific Coast, and one of the few races recognized by the American Automobile Association, Eddie Rickenbacker won on Goodyear Cord Tires without tire trouble. He changed his four tires for safety's sake only. Lewis who won third changed but one tire. De Palma who won fourth changed but one tire. Henderson who won fifth went through the entire race without a stop.

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Big cool garage in which to get air or change tires. Tires or tubes purchased here put on free. We sell Havoline oil and all accessories.

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THEOSOPHY IDEALS ARE EXPLAINED

(Republican A. P. Leased Wire)

ST. LOUIS, Aug. 26.—The ideals of Theosophy were explained tonight by Irving L. Cooper, in addressing the national convention of the Theosophical Society. He said:

"Theosophy is equally concerned with science, art, religion, philosophy and sociology. Those who studied theosophy were as much interested in ancient history as in current events, in the theoretical as in the practical.

"In religion," Mr. Cooper said, "the supremely desirable thing is to see that all religions are one, that they teach the same spiritual verities though expressed in different terms and symbols. Such an understanding between the great world faiths would banish narrow prejudice and intolerant bigotry and give to mankind a largeness of vision and a sense of the sureness of things. Now the worshippers of God are divided into warring camps, and little can be done to help the world. Religion also should be brought more into touch with daily life and we would gain by recognizing that the churches are made for man and not man for the churches."

"In sociology it is supremely desirable that the world understand what may be called the educational scheme of things—that the earth is literally a school, and that by means of repeated lives on earth, each human being is going through an educational process ending in perfection. Human equality is a myth. In former centuries we

THEOSOPHY IDEALS ARE EXPLAINED

AERONAUTICS PART OF COLLEGE COURSE

(Republican A. P. Leased Wire)

Urbana, Ill., Aug. 26.—Aeronautics is to become a regular feature of the curriculum at the University of Illinois and a professor has been provided for the course which is to be taught for the first time with the beginning of the present college year. It is a part of the mechanical engineering division.

The faculty has been convinced that with the close of the European war aeronautics will play a very important part in the development of mechanical engineering and that it is not altogether improbable that development somewhat similar, even though not so important as that of the automobile, will take place.

The new course is to be in charge of Eliahu N. Fales of Buffalo, N. Y., with the title of assistant professor of aeronautics. He is said to be very familiar with the latest practices in airplane design and construction, having devoted the last several years to their study and construction. He has done a great deal of wind-tunnel work and devoted special attention to the technical side of aeronautics.

BRINGING BACK ARCTIC EXPLORERS

TO RECOVER PROPERTY

(Republican A. P. Leased Wire)

NOME, Alaska, Aug. 26.—The United States guard cutter McCulloch is expected to reach here tomorrow with the members of the Borden-Lane Arctic expedition, who were picked up yesterday at St. Mathew Island, in Bering sea, twenty-five miles southwest of Nome, where their new power schooner, Great Bear, was wrecked August 10.

A brief report received here said the wreck was the result of an attempt by Captain Louise Lane, master of the ship and joint owner from John Borden, the Chicago millionaire, to investigate a report that another vessel had been wrecked in that vicinity. Captain Lane received the report shortly before midnight and turned off his course to investigate.

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In the 3A Autographic Kodak is embodied the best thought of the Eastman manufacturing organization, and it has every improvement that makes for efficiency in the hand camera for general use. Details: 10 exposures without reloading; size of kodak, 2 3/4 x 4 3/8 inches; weight 41 ozs.; lens, double combination, rapid rectilinear; focal length 6 3/4 inches; shutter, kodak ball-bearing; two tripod sockets; black leather bellows; brilliant reversible finder with hood; automatic focusing look for films; double focusing scale for films or plates.

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